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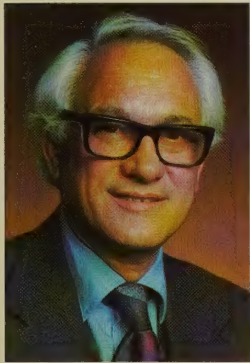
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1981

Annual Report 1981

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Chairman's Report



The beginning of 1981 carried the feeling of optimism born of a tendency towards economic strengthening with the last days of 1980. As the new year grew older, the lusty baby found it necessary to tighten his trousers as the cold winds of change began influencing many areas of Canada's economic well-being.

In these difficult times, it is gratifying to note the solid foundation of the port operation and its ability to

withstand present day stresses within the economy by maintaining strength and balance in one of the nation's largest industrial centres. This solid performance base, coupled with the port's enviable characteristics, provides a stability needed to maintain its healthy state in the Hamilton-Wentworth region while continuing to serve as a Canadian ambassador at world trading levels.

International conditions made themselves felt, affecting industry, commerce and the consumer. 1981 revenue production levels show a decline from the record-setting levels established in 1980, influenced primarily by a labour disruption at Stelco Inc. The port nevertheless was able to achieve a satisfactory financial standing as of year's end. Careful control of expenditures enabled us to keep our operating costs at the 1980 levels.

In furtherance of the development program adopted in 1979, the redevelopment of pier 12 continued with an expenditure of more than \$2 million throughout 1981. A capital expenditure of \$1 million was undertaken to expand and update the equipment fleet at the Hamilton Harbour Commissioners' overseas terminals. Funding for these programs has been met in part by a grant and a loan from the federal government. The balance will be provided from the port's operational revenues.

Excess of revenue over expenses will assist in financing maintenance programs and future improvements for the continued growth of the harbour. To this end, a five-year capital budget plan has been approved

in conjunction with the Port Master Plan to provide for this expenditure exceeding \$13 million.

Waterfront industry, along with other organizations, shared in the enthusiasm of a confident future. Canada Packers announced a \$20 million expansion program for their Canadian Vegetable Oil Processing facility by developing a canola crushing plant to be integrated with the company's already established waterfront manufacturing location. The new Hamilton plant is being constructed with the aid of a \$4 million Ontario government grant and will become operational in early 1983. This expansion will effectively provide increased employment opportunities and will create a market that could enhance Ontario's net farm income by a further \$30 million.

During the past year, we also had the pleasure of welcoming Amstel Brewery of Canada Limited, part of the Heineken Group of Companies. Amstel not only brings a fine reputation with it, but brings the stability of a well established group of companies with the resulting improved job availability for our community.

In keeping up the continuation of commercial developments along the waterfront, the Commissioners have not neglected the development of recreational opportunities within the harbour. 1981 saw the first year of operation of the Burlington Sailing and Boating Club's new floating marina, the first such complex on the harbour's north shore. We welcome with pride this new recreational facility.

The impressive new Royal Hamilton Yacht Club officially opened its doors in the Spring of '81. The Club had the distinction of hosting the 1981 edition of the Canada's Cup series. This series brought international attention to the Royal Hamilton Yacht Club and Hamilton Harbour. It seems fitting that the Royal Hamilton Yacht Club's own Cougar successfully defended the cup now on display in the Club's new quarters.

The Hamilton Harbour Commissioners continued in its commitment to the community and we look back upon 1981 as having been an active and rewarding year for the Commissioners' sailing school. A new physical plan carried on from the previous year met the needs extremely well, and by the start of the sailing season, facility modifications and an expanded learn-to-sail program had been developed to the satisfaction of the young people taking part in our program. More importantly, the school's refreshing concept provides fully integrated services accommodating able bodied

as well as disabled persons alike. We are proud to report that more than 200 persons with disabilities were introduced to recreational sailing and many more found their way to the waterfront through an extensive "Welcome" campaign. The Commissioners were pleased when Chairman Anne Jones presented a special award to the Commissioners inscribed with the message "in recognition of your contribution to the International Year of Disabled Persons".

The Commissioners kept in mind the opportunities for recreational facilities within the harbour. We have restructured the marine garage and continued to upgrade and maintain waterfront parks and recreational areas.

We are very much aware of the need for water quality control and maintain active interest and participation in the Port of Hamilton Spill Control Group. This organization is an association of area industries involved in the preservation of harbour waters. An enlightening series of press articles helped to define the problem of pollution in our area and we are encouraged by this type of response.

The Port of Hamilton over the past few years has evolved into an efficient inland waterway of great distinction and recognition. Although we are in the middle of a continuous competition for business. Hamilton Harbour, because of the efficiency of its staff and because of the good working relationship between union and management, has been able to effectively service all customers of the harbour. The Hamilton Harbour Commissioners' aim has been always to provide a blend of services that underline the Port's commitment to industry, commerce and to the community.

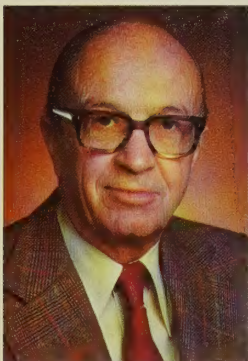
I am pleased to look back on what has become a very healthy base for a productive future. With continued cooperation at all levels of government Hamilton Harbour can well and truly continue to be a leader in the industry.

I wish now to express my gratitude to my fellow Commissioners, and to the staff of the Hamilton Harbour Commissioners for a very successful season.

John L. Agro, Q.C.
Chairman

The Hamilton Harbour Commissioners

Port Director's Report



With the nation entering a period of economic reassessment, 1981 presented new challenges to which the port ably responded. It was a year that has helped to serve as a measure of stresses and strengths, and, in so doing, has reinforced our determination to maintain a position of productivity.

Although overseas cargoes did not meet the record volumes recorded a year earlier, the port's ability to perform acquitted

itself well. Overseas product movements tallied 594,379 metric tons, a moderate increase over seasonal averages achieved during preceding years.

The flexible nature of port operations has helped to create a healthy overseas trading position at the year's end. During 1980, exports through the Port of Hamilton carried a high profile, a trend that was handled confidently by the port. 1981, however, showed traces of diminishing export demands, reinforced by the uncertain availability of domestic steel products. This latter condition encouraged industry customers to seek alternative supply sources to meet their own production requirements, thereby stimulating the consumption of imported products. In response to the influx of cargoes being offered to the lakes, marketing programs were implemented to attract these import product movements. Consequently, the Port of Hamilton was able to capture a sound proportion of available commodities destined for the Great Lakes region.

Complementary to the port's serviceability, was the signing of a new three-year pact between the Hamilton Harbour Commissioners and the International Longshoremen's Association, Locals 1654 and 1879. The new agreement provides increased hourly pay and benefits, and a continuance of labour stability that has been enjoyed by the port for many years. As well, scheduled labour-management meetings were held to discuss problems, seek solutions and improve service to port customers.

A slowdown in the national economy, and a record-length work stoppage at Stelco Inc., inhibited end-of-season tonnage accumulations normally achieved through product movements of domestic and U.S. origin. It is disconcerting to review a year of inter-lake trading that has fallen short of traditional levels reflecting the general economic stature of the nation as a whole. Domestic and U.S. tonnages settled at 10,089,973 metric tons, a substantial decrease from the volumes that have been attained in recent years.

During 1981, the Port of Hamilton welcomed 741 commercial carriers engaged in international trading as well as servicing domestic shipping and local industrial needs. The March 27 arrival of the Canada Steamship Line's freighter, Saguenay, signalled the start of navigation, and the Finnish-owned Pamela, from Dunkirk, France on April 6, marked the beginning of salt-water trading.

Another notable visitor, one of the largest ocean-going ships ever to enter the port, was the Federal Maas, owned by Federal Commerce and Navigation. The ship arrived September 24 at the Hamilton Harbour Commissioners' Wellington Street Terminal carrying 25,000 metric tons of cargo. Six shore cranes and two stevedoring companies were employed, allowing the ship to clear the port within a 48-hour period.

1981 presented a trading season that displayed a marked increase in steel imports. Steamship lines called at the port with diversified cargoes from South Africa, Florida, Mexico and a host of other nations. Many left with Canadian products bound for Central and South America, Europe and Asia. All in all, 1981 provided an active year with a wide array of cargo that has helped to establish a successful season.

In order to be of continued good service to our customers, we place much importance on the individual needs of port users. One way of improving service is to upgrade cargo-handling equipment to keep pace with changes and advances within the transportation industry. With this in mind, eight new 14-tonne forklift trucks, built to Commissioners' requirements, were added to the Hamilton Harbour Commissioners' expansive equipment fleet in 1981. The new trucks are diesel powered, ride on hard tires and have adjustable forks to adapt to a variety of cargoes.

The port is forging ahead in other areas as well so that the Hamilton Harbour Commissioners' commitment

to personalized service remains an all-encompassing feature of the port. A \$7.4 million program, initiated in 1977, neared completion in 1981 with the introduction of site services to the pier 12/13 redevelopment project. This substantial modification is a component in the Port Master Plan that comprises two smaller, less than seaway draft docks. The entire restructuring of this harbour installation will be finalized in 1982 and will serve to increase cargo handling capabilities.

Inherent in the design of the new pier is the capacity to provide 1.7 metres additional draft below present Seaway requirements. This feature instills the ability to expand in order to meet future demands and characteristic changes within the Saint Lawrence Seaway System. Other features include improved road access, including 940 metres of newly installed dock service roads, and a stand-by area to accommodate service vehicles.

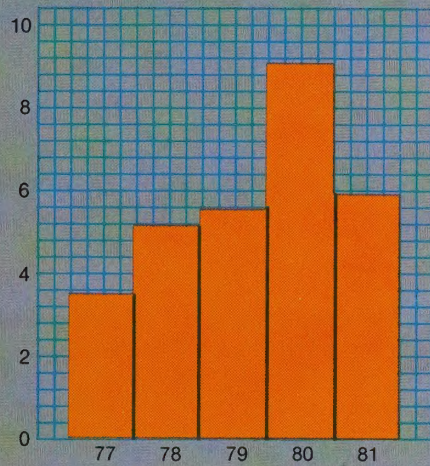
The East Port Industrial Park is an ambitious undertaking that expresses the Hamilton Harbour Commissioners' dedication to the future of the Hamilton-Wentworth Region and south-western Ontario. This 20-year program is designed to create the development and growth of marine-oriented industry. In 1981, increased attention was given to the staging and implementation of this broad-based project. Applications were made to the Regional Municipality of Hamilton-Wentworth for the installation of sewers, water and other utilities. Negotiations continued with the Ministry of Transportation and Communications for construction of an arterial roadway linking the facility to the Queen Elizabeth Way, one of Ontario's major overland transportation routes.

It is our intent to continue in our practice of responding to the needs of all who become associated with the port. We feel that through the achievement of these and similar programs, our customers will continue to be provided with excellent service.

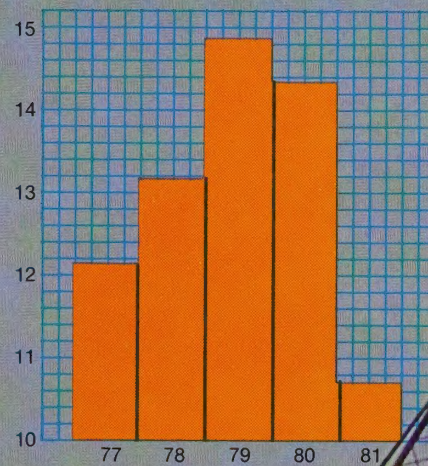
In reviewing 1981, I am pleased with the advances that the port has made. I look forward to new challenges in the year ahead with an attitude of confidence and I remain encouraged by the prospects that the Port of Hamilton holds for the future.

Earl M. Perkins,
Port Director.

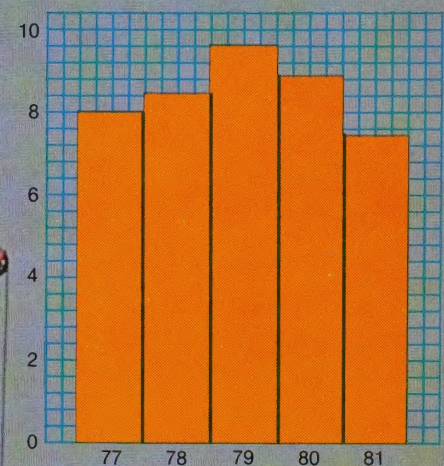
Tonnages/Vessel Arrivals



Overseas Tonnage
(metric tons in hundred thousands)



Total Tonnage
(metric tons in hundred thousands)



Total Vessel Arrivals
(in hundreds)



The Port of Hamilton

The Port of Hamilton is a naturally sheltered harbour at the west end of Lake Ontario.

It was discovered by Champlain's explorers during the 17th century and attracted settlers to the area because of its beauty and convenience.

The harbour is 6½ kilometres long and 5½ kilometres wide. A strip of beach separates it from the lake, which in early days was a further attraction to settlers because of the protection it offered.

As industry grew along its banks, the harbour was recognized for its commercial potential and a 30-foot canal was cut through the beach strip.

That was 1832. By mid-century the railways had established connections at Hamilton and the harbour was buzzing with activity.

It's been that way ever since.

Under the supervision of the Hamilton Harbour Commissioners, the port today welcomes cargo-bearing ships from around the world.



Facilities and Expansion

About a third of all Canadian ship cargoes are handled in the Great Lakes-St. Lawrence system and Hamilton is one of its best equipped ports.

Berthing is provided for the largest ships: 222 metres by 23 metres on 8 metres draft.

5791 metres of berthing are made available by the H.H.C.; a further 3063 metres at private docks add to the port's capabilities.



With the completion in 1982 of the Pier 13 expansion, Hamilton will be able to provide 1.7 metres additional draft below present Seaway requirements.

Also, among the several new berths to be made available will be a berth to meet the requirements of roll-on/roll-off vessels.

The Port of Hamilton offers 59,272 square metres of covered storage space and 276,870 square metres of outside storage.

Its cargo handling equipment is among the most modern; and in 1981, 8 new 14-tonne forklift trucks were added to its fleet.



Arriving on September 24, 1981, from Bremen, The Federal Maas is one of the largest ocean-going ships ever to call at the Port of Hamilton. It's 25,000 metric tons of cargo was unloaded by six shore cranes and two stevedoring companies allowing the ship to clear port on September 26.



The H.H.C.'s security force conducts regular safety patrols and polices harbour waters year-round.



Community involvement is seen in the Sailing School operated by the H.H.C.



The workboat Cleanshores and its well-trained crew stand ready should a major oil spill ever occur.

Recreation, Safety and Environmental Concerns

Recreational use of the harbour increases yearly.

In 1981 it was highlighted by the opening of the new Royal Hamilton Yacht Club and the hosting of the Canada's Cup race.

Also seen was the unveiling of a new floating marina at the Burlington Sailing and Boating Club.

To ensure safety on the water, the Hamilton Harbour Commissioners maintain a security force who patrol on a year-round basis.

Last year the force made 62 emergency missions within a total schedule of 752 boat patrols.

Keeping the harbour clean is equally important; and to this end the H.H.C. are involved with the Port of Hamilton Spill Control Group.

In the event of a major oil spill, the group is trained and equipped to take immediate action.





*The Port of Hamilton
played host to the 1981
Canada's Cup race. Winner
was the R.H.Y.C.'s own
Coug.*



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John L. Agro, Q.C.
Chairman

Peter T. Flaherty

B. M. Alway

Earl M. Perkins
Port Director